

Intimations.

DAKIN, CRUICKSHANK & CO., LIMITED.

VICTORIA DISPENSARY.

WE have received a small shipment of REAL DEVONSHIRE CIDER from Symons & Co., Totnes, Devon, in splendid condition.

SYMONIA CIDER,

\$2.50 per dozen.

CHAMPAGNE CIDER,

\$2.50 per dozen.

ZAMENE CIDER,

\$2.50 per dozen.

VICTORIA DISPENSARY, HONGKONG.

Hongkong, 20th August, 1892.

A. S. WATSON & CO., LD.

AERATED WATERS.

GINGER ALE,

GINGER ALE,

LEMONADE,

LEMON-SQUASH,

LITHIA WATER,

PHOSPHORIC CHAMPAGNE,

RASPBERRYADE,

SARSAPARILLA,

SELTZER WATER,

SODA WATER,

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An attempt to raise steam in a wooden boiler in Miyatama, Japan, resulted in an explosion, killing two persons and seriously wounding five others.

M. DE LANESSAN, Governor-General of French Cochinchina, and Mme. de Lanessan are returning from Japan to Saigon by the *Salado* to-day.

This Editor of the *Hongkong Telegraph* is expected to return to this colony from Japan by the Pacific Mail Co.'s new steamer *Puru*, due here about the 27th inst.

It is said that the lives of more than one member of the English Royal Family are insured by various people who keep the premiums paid, and will take the insurance money in the event of its becoming due.

HARMISTON'S Circus, after a very great deal of difficulty, at last succeeded in obtaining a suitable site in Yokohama and is now performing in that settlement. This first-class show is reported to have done excellent business at Osaka.

THE "Apostle" liner *Catharina Astar*, Captain Offert, which arrived here on Sunday morning covered the distance between Singapore and this port in 4 days 16 hours—quite a record passage which speaks volumes for the builders of her hull and engines (Messrs. D. and W. Henderson & Co.) and the skillful navigation of her commander.

DURING the three months ended June last the quantity of coal which arrived at Hongkong was 1,250,000 tons, of which 1,050,000 tons were Japanese. The imports were divided as follows: Cardiff coal, 1,000 tons; Tongue coal, 11,000 tons; Kelpie coal, 8,000 tons; Japanese coal, 1,000 tons; Takashima coal, 2,500 tons; Moji coal, 38,000 tons; Karatsu coal, 9,000 tons; and Poronai coal, 7,700 tons.

We regret to learn that Mr. Brown, the manager at Vancouver of the Canadian Pacific Company, was very ill at Miyazaki, Japan, when the last French mail left Yokohama. Dr. Muoro of Yokohama was telegraphed for and at once set out for Miyazaki. Mr. Brown, who will probably succeed Mr. Holloway as the Company's manager in Hongkong, the latter gentleman taking charge in Yokohama, had decidedly improved according to local advices.

With a London contemporary, which tells the money in connection with the royal yacht *Alberta*, *Victoria* and *Alfred*, and the *Ostoria*? Our money cannot be spent honestly, because these yachts, which are used by the Queen only two or three times annually, cost some £30,000 or £40,000 a year for repairs. It is a pity the people will consent to allow their hard-earned money to be dissipated in this way. But so long as the Government is content to endure being fleeced, nobody need complain.

JOSEPH CHAMBERLAIN, the ex-Republican, says there are two kinds of Labour candidates—"those who live for the working classes and those who live on them." Among the latter class we should include Chamberlain, who has built up an enormous fortune out of the surplus earnings of the workers. Where did Chamberlain get his immense hoard of money? It was not by the labour of the workers? He lives on the workers, and like all beggars on horseback, he is correspondingly intolerant.

THE Marquis of Lorne is, like his father, the Duke of Argyll, a strong Cocoonist. His mother-in-law, the Queen, has given him a starry job worth £1,200 a year as Governor of Windsor Castle. There are absolutely no duties connected with this office. The appointment is simply the fastening of one of the privileged classes upon the public at the rate of £1,200 a year. Yet this man, in receipt of this large sum of money for doing nothing, has actually the impudence to ask a constituency to elect him as a Cocoonist. But he didn't get there!

LAST night a surprise party, consisting of Chief Excise Officer Spooner and half a dozen of his Chinese "helps," entertained the crew of the British steamer *Nanhai* for a while and finally went to the Steward's room, amidst much of the crew's protest. The Chief Excise Officer promptly annexed the precious drug and finding no one on board who either denied the "stuff" or had a certificate from the Opium Farmer he selected it and, we hear, summoned the agents of the *Nanhai*, the Hop Hing Hong, to appear before the magistrate to-morrow to explain matters. Under the Ordinance the agents are, we believe, liable to a fine not exceeding one thousand dollars.

An interesting piece of intelligence comes from Bokhara. It is suggested to the Emir of Bokhara that he should organize a charitable bazaar for the victims of the recent Russian famine on the model of a similar bazaar held recently at St. Petersburg. But there was the difficulty of reconciling the indispensable presence of the ladies of the harem as saleswomen with the precepts of the Mohammedan religion which prohibits their appearance in public. After reflection, the Emir discovered a solution of the problem. In one of the immense halls of the palace he had a series of stalls erected. At each of these stalls, says Dalziel, of which there were 250, he had placed as saleswoman one of his wives and during three days he alone made purchases. Notwithstanding the want of competition the financial success of the bazaar has been great.

THE Mohammedan inhabitants of a village in the Haffing Hven, Siam, who in former times have received severe punishment at the hands of the Imperial troops for brigandage and rebellious acts, are again committing depredations on the model of the followers of the Prophet engaged in pillaging the people and committing all sorts of atrocities. They carry off females from the neighbouring villages, and keep them in captivity for months. Tired of this they go to the families of the poor women, and demand a ransom for the release of the victims, and if their demands are not satisfied then they kill the women to death. Recently the brigands have started an establishment where everything they take from the people is appraised, to which they then forced the people to go and redeem their lost articles at the prices fixed by the brigands. Should the people refuse to pay the price they ask, the articles are then distributed among the brigands, while a certain percentage of the spoil is reserved for buying arms and ammunition. The magistrate of the district, utterly powerless to do anything to the outlaw, and put off the complaints of the victimized people, hence, the deepest dissatisfaction is felt by all at the impotence of their cowardly administration. The people are thinking now of helping themselves, and a volunteer corps will be formed to fight the brigands. A man named Wang is at the head of the movement, and he and his band of men have ventured to killing to interview the Governor on the subject.

It was recently rumoured in Yokohama on the 12th and 13th inst. that a well known Hongkong magazine of the first water had been missing from his customary haunts in this highly favored colony in consequence of some financial troubles with the Bank of China, Japan, and the Straits, Limited. A mere canard, of course!

At a meeting of the Shanghai Chamber of Commerce on the 17th inst. a resolution was passed expressing the opinion that fiscal relations in exchange were highly detrimental to Eastern trade, and that the evil seemed likely to continue, wherefore the Chamber heartily approved of any international action towards a remedy.

In our report of Saturday's Athletic Tournament we stated that Mr. B. Taylor was all but knocked out by "Billy" Waters in the third round. We now learn that he was not and therefore hasten to correct a misstatement which had our fighting Editor in a quandary, would never have been daylight. We have it on "Billy's" own authority that he was full of fight at the end of the third round and, in fact, so now, as we can certify after his friendly visit to our sanctum this morning.

THE *Hankow* correspondent of the *N. C. Daily News* says:—"For what reason the *Yik* has been forbidden to pay a visit to Changhai after it was all arranged, I do not know. I cannot be from fear, since the Human province, or on the way to it, there are no guns, save the native-made war-cannons which effective range does not exceed five hundred yards. Rumor has it that the Consul knows all about it and is still at liberty to take the *Yik* to Changhai provided he states without delay. It is to be hoped that rumor in this case speaks the truth." Probably it is desired to get Walsam away and O'Connor in office before the fun begins.

THE Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge, with thanks, the following donations to the funds of the Hospital:—H. E. Major-General Digby Barker, C.B., £5 10s. Messrs. Brown Jones & Co., 10s. Mr. V. A. Caesar Hawkins, 10s. Mr. W. Stuart Harrison, 10s. Mr. W. Hunter, 10s. Mr. J. D. Hutchins, 10s. Mr. W. H. Potts, 10s. Deputy Inspector General Turnbull, M.D., 10s. Mr. R. R. Blugget, 10s.

THE crusade of the Water Police against navigators of every description who grievously annoy residents by tooting with steam whistles is going merrily on, and to-day they had two of these nuisance-mongers before Mr. Wodehouse. The first to make his alarm before the veteran occupant of the Bench was James Duncan Macdonald, master of the steamship *Kuonam*, who aroused the indignation of West Point with the shriek of his boiler last Saturday morning. He was allowed to contribute £5 to Her Gracious Treasury. Then a Celestial skipper, boss of the launch *Hongkong* had to face the music owing to complaints having been made about his apparent fondness for whistling. He was let off with a caution.

An interesting experiment has just been set on foot in Belgium, where the Government have created a "Higher Council of Labour," which is a direct outcome of the existing Council of Labour and Industry which already exist in that country. The Higher Council is composed of 48 members, sixteen representing the employers, sixteen the employed, and sixteen representing the existing Council of Labour and Industry which already exist in that country. The Higher Council is composed of 48 members, sixteen representing the employers, sixteen the employed, and sixteen representing the existing Council of Labour and Industry which already exist in that country. The Higher Council is composed of 48 members, sixteen representing the employers, sixteen the employed, and sixteen representing the existing Council of Labour and Industry which already exist in that country.

GRUD your join, buckle on your armour and brighten your steel eye wayward youths; ye Church nobblers, for the day has at last arrived when a terrific onslaught from a squad of "General" Booth's Gladiators may be expected at about seven o'clock on the evening of the 29th inst. in our midst. They (the "Booths") arrived here this morning in the *Malabar* and are believed to be under cover in the Western district of the Colony. They were seen walking in that direction this morning dressed in the khaki uniform something like "Our Very Own" wear, and were "taking stock" of everything in a *Telegraph* reporter who came upon them suddenly when turning a corner near the hotel and made tracks down a steep incline at such a speed that bystanders thought he must be mad, but he wasn't; he was in a hurry to report the position of the Gladiators at the earliest possible moment. He will attend all their (mass?) meetings and "knock-drills" (with the Goat in tow) and will, it is vaguely rumoured, become the sole agent in the Far East for the sale of the Salvation Army's organ, the War Cry, unless, of course, the Goat is to be put to the test. The Gladiators' arrangement on a jamboree down West, cuts him clean out of the swim.

MARINE OFFICERS' ASSOCIATION.

An informal meeting of the British Mercantile Marine Officers' Association of Hongkong was held last night, Mr. Tomlinson presiding. A circular from the Singapore Association was read, pointing out the extremely low rate of pay prevailing in the Straits, with the result that only the lowest class of men would be induced to take Straits berths when nothing else offered, and they always left early.

On the motion of Mr. Powell seconded by Mr. Johnston it was agreed to support the Singapore Association in any effort at improvement.

A scheme of insurance for members' effects had been drawn up by Mr. D. Shearer and was discussed at length. It was agreed that it would be a great benefit to members.

Several new members were elected. The Chairman announced, amidst applause, that there were now considerably over two hundred members on the books.

THREE OFFICERS' QUESTION. The Secretary read several long letters on this subject, which were referred to the Committee. The suggestion of the *Telegraph* that the body be to get the third officer to pay for him by reduction in their own pay, met with sarcastic treatment.

THE FAREWELL. Mr. T. Powell announced that the President, Capt. Samuel Ashton, was going to England to-day. He was the head of the profession in the East, a gentleman in the

highest sense of the word, and had nobly stood by the Association when everyone else tried to boycott it. He proposed that an address be presented to Capt. Ashton on his departure. This was unanimously agreed to.

PORTIONERS.

Mr. Powell spoke at considerable length against the rule forbidding the admission of foreigners to the Association. The members should admit or reject each candidate on his merits. A man might have a friend, a relative, even a brother, born under the American flag, yet could not have him in the Association. Surely if the members did not want a man they could refuse him on a vote, without being deluged by a rule.

Mr. Ross spoke strongly in support of Mr. Powell. A foreigner outside of the Association would always understand wages and try his best to get the Britishers he could not be prevented; but get him inside, and make him learn better ways, which he would probably refuse from under cutting at any rate, their subscriptions would help the cause, and they would not be any better able to compete with Britishers if admitted, while if not admitted they simply competed all the time for all they were worth.

Capt. Bradley most emphatically opposed the admission of foreigners. It would not be long before the Association would be a mere British club, and then the competition would cease.

Mr. Thom and others also strongly opposed. Mr. Powell read a long statement of figures purporting to show that England was outgiving the foreigners and had nothing to fear from them.

After a somewhat heated discussion Mr. Powell's motion was defeated, his only supporter being Mr. Ross.

MACAO.

(FROM OUR OWN CORRESPONDENT.)

Macao, August 15th. The *Yankee* firm of Talpa and Coleman, which the Treasury has already three times put up to auction, is to be put up again this month, and it is said that at last there will be a bidder. It is rumoured in Celestial circles that a syndicate is about to petition Government for the establishing of a local mint, paying rent about \$3,000 per annum, for the right to coin half-cent, cent, five-cent, ten-cent, twenty-cent, and dollar pieces. The Canton mint does a very profitable business in supplying a host of the people in the form of the gold coin, the fourth such present to the Lusitanian royal family.

The home papers also deal at length with the late strikes here, and quote the local papers, especially the *Telegraph*. They accuse the Journal of being always against the Portuguese; but they ought rather to say it is against all that is wrong, and if the Portuguese of God himself, will still the *Telegraph* would not fear to say so. "Render to Caesar the things that are Caesar's," etc.

THE "BENGLOE" OVERDUE.

It was rumoured in shipping circles this morning that the well known "Ben" Line steamer *Bengloe*, 1,500 tons, Captain Knighthead, had returned to a week near Pootung, in the Canton river, and was expected to leave for Hongkong with a cargo of coal. It was also definitely reported that a steamer with yellow funnel, supposed to be the *Bengloe*, was ashore near the Hsueh Shan Islands. We are glad to learn that the German steamer *Ly-t-moon*, which arrived here from Shanghai this morning, passed close to the Hsueh Shan, where she sighted the *Bengloe*, not near but at anchor, and observed before losing sight of her that she was getting a steam, presumably, to continue her voyage to Hongkong. The *Bengloe* was not flying signals of distress when sighted by the *Ly-t-moon*, and it is reasonable to conjecture that something went wrong in her engine room while she was labouring in a heavy sea caused by the recent typhoon, and that therefore a course was shaped for the Hsueh Shan Islands to come to an anchor in smooth water while repairs were being effected in the engine room.

It is probable that, if all goes well, the *Bengloe* will arrive here in a few days, and will be on her way out from Kutchin (Japan).

The *Shanghai Mercury* of the August 15th says:—"The C. N. Co.'s steamer *Whampoa* arrived from Swatow this afternoon, and Captain Hutchins has kindly given me the following startling information:—I had dirty weather on the way to Shanghai, and when I found the glass falling rapidly I knew there was a typhoon approaching, and so I came from Swatow to the Hsueh Shan Islands at 4 p.m. yesterday. I observed a large steamer on shore. She appeared to me to be a vessel of about 2,000 tons, moored rigidly, with double funnels and top-gallant yards. Her stern was partly submerged, so I could not see her name. Her head was to the south, and her starboard anchor was let go. She had a flash deck, no top-gallant forecastle or poop, but she had a small bridge amidships. There were no masts or rigging visible, she was painted black and she carried a white. Four of her boats were carried amidships and two diggins, one on each side. The latter were at their davits and a starboard center was there also. She had a straight stem, and a low funnel. The only appearance of life on board were Chinese, whom I took to be fishermen who were there looting. I passed within 1,500 or 2,000 yards of her, but it was too rough to lower a boat. She was on the west end of the north island—Shan-shan. She had about 15 to 20 degrees of starboard list. The running gear was all there, so I concluded she had not been there long—she would have been boarded and stripped by the Natives of these parts. She is lying in comparatively smooth water under the lee of the island. I had a good look round to see if the crew had landed anywhere, but could observe no signs of men, so, going to the conclusion they must have been on shore, I went on.

We have made enquiries of the different steamer companies, but have been unable to find out the name of the unfortunate vessel. We should not be surprised to learn that it is a vessel from the South-bound to Wuhu to load rice, or a Chinese man-of-war or transport.

The *N. C. Daily News* says there was a rumour that it was the *Bengloe*, but this was not believed.

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CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

"KING" OKKEPPE TO THE RESCUE! To the Editor of the "HONGKONG TELEGRAPH." Sir,—I left Sydney, N.S.W., with a full cargo, on the 24th March, bound to Yape, chartered by Captain D. D. Okkeppe's agent at the first mentioned port. I arrived off the harbour of Yape on the afternoon of the 5th of May and was boarded at 3 p.m. by Captain Bado, the most experienced pilot at the island, about 4 miles distant from the entrance. He gave me the course, but on approaching the harbour the wind blew

very light, and owing to the spring tide the ship did not answer her helm and went on the reef. Every effort was made to get her off, by running out lines and anchors which were carried away, but failed, and we lost the anchors in deep water. In the meantime Captain Okkeppe, my charterer, arrived on board, and seeing the state of affairs immediately sent up to his place for hawsers and anchors, and the crews of both his vessels which had arrived the day before from his Eastern station, besides a large number of natives. Those powerful ropes and anchors succeeded in getting the vessel off as there was a gang of men heaving some heavy weights from forward overboard. The ship did not damage herself as a competent diver, Mr. Brown, formerly connected with the Manilla ship, was on the spot, and being requested by the Sor: Governor to survey the vessel, he did so. Every facility was given him to do so, as my charterer had a complete diving apparatus, which he kindly lent me free of charge, by which means the above named gentleman was able to make a careful examination of the entire bottom, and, on completion, gave me a satisfactory report to satisfy the Governor. The vessel sustained no injury.

I am now loaded with a good cargo of over 800 tons of coals—the largest quantity that has ever been loaded from this port. I sincerely thank Captain Okkeppe for his kindness, hospitality and the successful efforts he made in saving my vessel, without which assistance I fear to think what the result would have been.

Yap, 24th July, 1892.

PASSENGERS BOOKED FOR CHINA.

Per Messageries Maritimes steamer *Sydney* from Marseilles Aug. 7th. To Shanghai: Mr. Ledue. To Hongkong: Mr. G. Slade.

Per Messageries Maritimes steamer *Oriz* from Marseilles, Sept. 13th. To Shanghai: Mr. and Mrs. Frank Smith and child, Mr. R. Bell.

Per Messageries Maritimes steamer *Natal* from Marseilles, Oct. and. To Shanghai: Mrs. and Misses Bucklester.

Per P. and O. steamer *Paranatta* from London, July 22nd. To Shanghai: Mr. W. O. Johnson. To Hongkong: Lieut. A. W. Wyld. Private James Cox, Mr. H. A. Maggs, R.N. From Brindisi. To Hongkong: Mr. and Mrs. J. F. Broadhurst.

Per P. and O. steamer *Massilia* from London, August 15th. To Hongkong: Lieut. E. C. Ruck Kene. To Shanghai: Mr. and Mrs. W. O. Johnson.

Per P. and O. steamer *Britannia* from London, August 15th. To Shanghai: Mr. and Mrs. Macfarlane, Miss Smith, Miss Macey, Mr. Mason, Dr. Brenner, Mrs. Pritchard. From Brindisi. To Hongkong: Mr. V. Deacon.

Per P. and O. steamer *Victoria* from London, September 16th. To Shanghai: Mr. Elvare, Miss Elvare, Mr. Dillrell. From Brindisi. To Hongkong: Mr. R. T. Wright.

Per P. and O. steamer *Oriental* from London, Sept. 30th. To Shanghai: Miss A. Lawrence. To Hongkong: Mr. and Mrs. Bottomley and child, Mrs. Alford and two children.

Per P. and O. steamer *Acadia* from London, Oct. 11th. To Shanghai: Mr. F. C. Cocky. To Hongkong: Mr. and Mrs. Sandeman.

Per P. and O. steamer *Rome* from London, Oct. 26th. To Shanghai: Dr. and Mrs. Hart, Dr. Walter, Miss Harris, Miss Thornborough, Dr. Gilston. To Hongkong: Mr. B. Johnson and three children, Rev. G. Williams, Miss Carling, Miss Purvis.

LATE TELEGRAMS.

SCOTIA, August 4th. The Bulgarian Government are publishing a series of ostensibly authentic Russian secret despatches showing that certain Russian high officials were concerned in fomenting the plot to murder Prince Ferdinand. The Russian Government denounce the despatches as forgeries.

The *Times*, in an article to-day, says that England cannot treat the Russian advance in the Pamirs with indifference, though it is easy to exaggerate its importance. It questions the entire accuracy of the Russian assertion that the movement is directed against China. The *Times* approves of the despatch of British officers now under orders for Gilgit, and urges the revival of the scheme for a mixed commission to delineate the boundary.

St. Petersburg, August 6th. M. Hrovov, who was notorious, while Russian minister at Bucharest, for his intrigues against the Bulgarian Government, has been appointed Russian minister at Tokio.

It is believed that Parliament will be prorogued about the 20th inst. The division on the amendment to the address, expressing a want of confidence in the Government in view of the result of the election, is expected to take place on the 17th inst. Mr. Asquith, Q.C., will move, and Mr. Toot. Burt will second the amendment.

The Council of Judges, which has been sitting for some time, has reported in favour of the creation of a permanent Court for trying mercantile cases, and also a Criminal Appeal Court with the right to increase the sentence.

Mr. Carle, of Messrs. Glyn, Evans & Co., and Company, bankers, Sir William Houldsworth, and Mr. Charles Fremantle, have been appointed British delegates at the forthcoming International Monetary Conference.

President Harrison has selected five delegates to represent the United States at the Conference. The *Times* declares that the Russian aggression on the Pamirs furnishes Lord Lansdowne with a convincing argument with which to induce the American to listen to reason.

Mr. Asquith's amendment to the Address in reply to the Queen's Speech, simply declares that the House has no confidence in the present Government.

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Commercial.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—75 per cent. prem. sales and buyers.
 The National Bank of China, Ltd.—on £100.00 paid up—40 per cent. dis. sellers.
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$1, buyers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$17 buyers.
 Chinese Imperial Loan of 1884—2 per cent. premium, sellers.
 Chinese Imperial Loan of 1885—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886—14 per cent. premium.
 Union Insurance Society of Canton—\$37 per share, sales.
 China Traders' Insurance Company—\$59 per share, buyers.
 North China Insurance—Tls. 220 per share, sales and buyers.
 Canton Insurance Company, Limited—\$97 per share, buyers.
 Yangtze Insurance Association—\$102, buyers.
 Yangtze Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$250 per share, buyers.
 China Fire Insurance Company—\$84 per share, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$38, sellers.
 China and Manila Steam Ship Company—25 per share, sales.
 Indo-Chinese Navigation Company, Limited—45 per cent. discount, sellers.
 Douglas Steamship Company—\$35 per share, sales.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$20 per cent. premium, sales and sellers.
 Geo. Fenwick & Co., Limited—\$14 per share, sales.
 Hongkong Hotel Company—\$21, buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$101.
 The Austin Arms Hotel and Building Company, Limited—\$5 per share, sellers.
 The Shamrock Hotel Co., Limited—\$8 per share, sellers.
 Pungbin and Senghli Dux Samantan Mining Co.—\$1.30 per share, buyers.
 The Raub Gold Mining Co., Limited—30 cents per share, sellers.
 New Immort Mining Co., Limited—\$1, per share, sellers.
 The Balaclava Gold Mining Co., Limited—nominal.
 Tongqua Coal Mining Co.—\$125 per share, sales and buyers.
 The Jelabu Mining and Trading Co., Limited—\$5 per share, sellers.
 The Selama Tin Mining Co., Limited—5 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—£2 sellers.
 China Sugar Refining Company, Limited—\$135 per share, sellers.
 Lison Sugar Refining Company, Limited—\$27 per share, buyers.
 A. S. Watson & Co., Limited—\$15 per share, buyers.
 Dakin Crickshank & Co., Limited—\$2 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$1 per share, sales and sellers.
 The Hongkong Land Investment Co., Limited—\$2, sales and buyers.
 The West Point Buildings Co., Limited—\$16 per share, sellers.
 H. G. Brown & Co., Limited—\$15 per share, sales and sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$44 per share, ex. div. sellers.
 Hongkong Rope Manufacturing Company, Limited—\$95 per share, buyers.
 Hongkong Gas Company—\$102 per share, sales.
 Hongkong Ice Company—\$67 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.
 The Green Island Cement Co.—\$3 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$21 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$2 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

EXCHANGE.

On London—Bank, T. T. 2/9
 Bank Bills, on demand 2/9
 Bank Bills, at 4 months' sight 2/9
 Credits at 4 months' sight 2/9
 Documentary Bills, at 4 months' sight 2/10
 On Paris—
 Bank Bills, on demand 3/46
 Credits at 4 months' sight 3/57
 On India—
 T. T. 22/6
 On Demand 22/7
 On Shanghai—
 Bank, T. T. 72 1/2
 Private, 30 days' sight 72 1/2

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Captain Connelingham, Mr. J. Ormiston.
 H. E. Danahy, Lieut. Mr. R. Paulier.
 Governor of Cochis, Mr. Major Robbins.
 China, Mr. Robbins.
 Mr. F. A. Fitzjames, Mr. F. E. Shean.
 Mr. A. Lade, Mr. J. M. Speet.
 Mr. E. L. Lopey, Mr. W. Stuart-Smith.
 Mr. Louis Fila, Mr. J. Tarnet.
 Mr. Milnes, Mr. W. Tarnet.
 Rev. J. M. Morton, B.A. Mr. W. Uddill.

VISITORS AND RESIDENTS AT THE PEARL HOTEL.

Mr. F. Buley, Mr. F. Matland.
 Capt. S. J. Baucher, Captain Munro.
 Mr. Chaudet, Mr. W. R. Neidham.
 Mr. and Mrs. J. R. Parker & children.
 Cottam, Mrs. Fairbank and children.
 Mr. Firon, Mr. and Mrs. Parkin.
 Mr. Chas. Grant, Mr. and Mrs. Potts.
 Mr. W. E. van Eps, Mr. G. H. Potts.
 Mr. W. S. Harrison, Mr. Rodgers & children.
 Mr. L. D. Hillier, Mr. Sparrow.
 Mr. Charles H. Howard, Mr. F. Smyth.
 Mr. Thomas Howard, Mr. Geo. L. Tomlin.
 Mr. Morton Jones, Mr. R. E. Tooker.
 Mr. W. Klotz, Mr. Tuck.
 Mr. E. W. Matland, Capt. and Mrs. Wilson.

MAILS EXPECTED.

THE AMERICAN MAIL.
 The O. & O. S. S. Co's steamer *Peru* with mails, etc., left San Francisco for this port, via Honolulu and Yokohama, on the 16th instant.
THE CANADIAN MAIL.
 The Canadian Pacific Railway Co's steamer *Empress of India*, from Vancouver, left Yokohama on the 22nd instant for Kobe, Shanghai, and Hongkong.
STEAMERS EXPECTED.
 The steamer *Ghana* left Singapore on the 21st instant, and may be expected here on the 27th.
 The P. & O. S. N. Co's steamer *Lombardy* left Bombay on the 20th instant, and may be expected here on the 28th.
 The Northern Pacific Steamship Co's steamer *Lo So* left Tacoma on the 28th ultimo for Japan and Hongkong.

Shipping.

ARRIVALS.
 SANTA CRUZ, British steamer, 92 H. Baade, 22nd August—Yap, Caroline Islands, 20th July, Coals.—Wielers & Co.
 OLDENBURG, German steamer, 3,405 H. Gathmann, 22nd August—Shanghai 20th Aug. Mails and General.—Melchers & Co.
 DRYADES, German steamer, 1,158 W. A. Dine, 22nd August—Karatsu 16th Aug. Coals.—Siemssen & Co.
 LY-KH-MOON, German steamer, 1,249 G. Heuermann, 23rd August—Shanghai 19th Aug. General.—Siemssen & Co.
 MELBOURNE, French steamer, 2,035 A. Vincent, 23rd August—Marseilles 24th July, Alexandria 20th, Port Said 20th, Suez 20th, Aden 4th Aug. Colombo 11th, Singapore 16th, and Saigon 20th, Mails and General.—Messageries Maritimes.
 TAIKANG, British steamer, 1,505 W. H. Hogg, 23rd August—Shanghai 18th August, and Swatow 22nd, General.—Jardine, Matheson & Co.
 MEIKOO, Chinese steamer, 1,280 W. H. Lant, 23rd Aug.—Canton 23rd Aug. General.—C. M. S. N. Co.
 SADAZIE, French steamer, 2,140 A. Paul, 23rd August—Yokohama 31st July, Kobe 2nd August, and Shanghai 20th, Mails and General.—Messageries Maritimes.

CLEARANCES AT THE HARBOUR OFFICE.
 Fuching, Chinese steamer, for Shanghai, etc. 24th.
 Fokien, British steamer, for Swatow, etc. 24th.
 Fokien, German steamer, for Karatsu, etc. 24th.
 Fokien, British steamer, for Amoy, etc. 24th.
 Fokien, British steamer, for Amoy, etc. 24th.
 Fokien, British steamer, for Amoy, etc. 24th.

DEPARTURES.
 August 23, *Liander*, British cruiser, for Yokohama.
 August 23, *Cleora*, British steamer, for Saigon.
 August 23, *Choyang*, British str., for Shanghai.
 August 23, *Kuitang*, British steamer, for Singapore, etc.
 August 23, *Fu Ping*, Chinese str., for Shanghai and Tientsin.
 August 21, *Fokien*, British str., for Swatow, etc.
 August 23, *Binalarig*, British str., for Yokohama.
 August 23, *Propolis*, British str., for Saigon.
 August 23, *Fukin*, British steamer, for Amoy.

PASSENGERS—ARRIVED.
 Per *Malbourne*, str., from Marseilles for Hongkong—Mrs. Colombel, Mrs. Jollivet and 3 infants. From Colombo—Mr. Wing Kee. From Singapore—Mrs. Ohmootoo, Misses Bryne, Harding, Messrs. Arnold, Reil, Leach, H. Louis, Tan Tong, and 7 Chinese. From Saigon—Mr. and Mrs. Lualain, Mrs. Cath. Vasil, Miss Jeannette, Messrs. Daniel, Loupy, Muller, 1 Indian, and 24 Chinese. From Marseilles for Shanghai—Mr. and Mrs. Capout, Miss D. Pichon, Messrs. Chapal and All. Demante. From Singapore for Kobe—Messrs. Yunah and Ruff. From Marseilles for Yokohama—Mr. and Mrs. Tanabashi and family, Miss Reid, and Teikku. From Aden—Mrs. K. J. Leroy. From Colombo—Mr. and Mrs. Sommers and Mr. Richardson. From Batavia—Mr. G. de Bruyn. From Singapore—Mr. and Mrs. Mess, Messrs. Huggert, How, Kiang, and Yoss. From Saigon—Mr. Ang, and the Japanese. Per *Taitang*, str., from Shanghai, etc.—Mr. E. de Sa, and 117 Chinese.
 Per *Ly-ee-moon*, str., from Shanghai.—Messrs. J. Dalton, K. Gilling, and 44 Chinese.
 Per *Oldenburg*, str., from Shanghai.—Messrs. J. E. Ewan, H. Hooker, J. Kilbas, F. Pichner, John Fraser, and 7 Chinese.
 Per *Sadazie*, str., from Shanghai.—Mr. E. Robbins, Messrs. Macgregor and Scherblor. From Yokohama.—The Governor General, L. Vasseur, Dr. Boutin, Messrs. M. Macgregor and S. Hancock. From Yokohama for Singapore.—Mr. C. L. Giffard. From Kobe.—Capt. Pichard.

REPORTS.
 The German steamer *Oldenburg* reports that she left Shanghai on the 20th instant. Had fine weather.
 The German steamer *Ly-ee-moon* reports that she left Shanghai on the 19th instant. Had fine weather with light variable winds and calm sea. On the 21st passed the American mail steamer *Chloe* 5 miles off Oaken Island.
 The British steamer *Taitang* reports that she left Shanghai on the 18th instant. Had strong south-west winds and clear weather from Shanghai to the Heishan; thence to port had light variable winds and clear weather. Arrived at Swatow on the 21st at 3 p.m., and left again on the 22nd at 1 p.m. In Swatow the steamships *Kwongkong*, *Fokien*, *Thales*, *Seokhou*, *Fakshan*, and *Chiyen*.
 The French mail steamer *Malbourne* reports that she left Marseilles at 4 p.m. on the 24th ultimo; called at Alexandria on the 29th, and the same day reached Port Said. Entered the Suez Canal on the 30th at 1 a.m.; left Suez on the 30th at 7 a.m. Experienced very fine weather during the passage through the Red Sea and arrived at Aden on the 3rd instant at 8 p.m. Left Aden on the 4th at 7 a.m. Passed Socatra on the 5th at 11 a.m. Had light moon and rough sea for two days, and thence to port had fine weather; called at Colombo on the 11th at 2 1/2 p.m. Thence had fine weather and light west-south-west breeze with a favourable current and smooth water and came alongside the wharf at Singapore at 11.30 a.m. on the 16th. Left on the same day at 10.30 p.m.; thence to Cape St. James had calm weather. Anchored at Cape St. James on the 18th at 7 1/2 p.m., awaiting the slack water to pass through the Canal Shoal, where there are dredgers. Proceeded to Saigon at 11.45 p.m. on the 19th, and came alongside the Messageries Maritimes wharf at 3.30 a.m. on the 19th. Left Saigon at 11.30 a.m. on the 20th; thence fine weather and smooth water till the day before arrival in Hongkong, during which strong east-north-east breeze with moderate sea was experienced. Moored in Hongkong at 6.30 this morning.

Post Office.

A MAIL WILL CLOSE
 For Swatow and Bangkok—Per *Choyang* tomorrow, the 24th instant, at 10.30 a.m.
 For Europe, etc., Australia, India, etc., via Suez, the 24th instant, at 11 a.m.
 For the 24th instant, at 11 a.m.

SHIPPING IN HONGKONG.

STEAMERS.
 ASK, Danish steamer, 682, Rev. Beck, 20th August—Halphong 17th Aug. and Hoihow 18th, Rice and Figs.—A. R. Marty.
 BATAVIA, British steamer, 1,661, J. R. Hill, 12th August—Tacoma 14th July, General.—Dodwell, Carill & Co.
 BRITISH, British steamer, 2,695, Wm. H. Walker, 12th August—San Francisco 20th July, and Yokohama 13th August, Mails and General.—D. O. S. S. Co.
 BRENDICE, Austrian steamer, 1,635, P. Messa, 22nd August—Shanghai 18th August, General.—D. S. S. S. Co.
 CARDIGANSHIRE, British steamer, 1,600, S. Parsons, 21st August—Yokohama 4th August, General.—Dodwell, Carill & Co.
 CATHERINE AFB, British steamer, 1,731, J. G. Ollent, 20th August—Calcutta 7th August, Penang 13th, and Singapore 16th, Optum and General.—D. S. S. S. Co.
 CHOWTA, British steamer, 1,077, C. Stenham, 10th August—Bangkok 13th August, Rice and General.—Yuen Fat Hong.
 COMOPOLIT, German steamer, 557, W. T. Schafer, 20th August—Touzon 17th Aug. General.—Wielers & Co.
 CROWN OF ARKADIA, British steamer, 1,486, Dorward, 21st August—Fochow 19th August, Teo—Gillman & Co.
 ESMERALDA, British steamer, 965, G. A. Taylor, 19th August—Manila 7th August, General.—Shewan & Co.
 EXONIDE, Norwegian steamer, 1,800, L. W. Hansen, 21st August—Batavia 13th July, Petroleum.—Order.
 FAME, British steamer, 117, Captain McIsaac, —Hongkong Government tender.
 HALPHONG, French steamer, 874, Gallien, 22nd August—Halphong 20th August, and Hoihow 21st, General.—Messageries Maritimes.
 HOLSTEIN, German steamer, 1,103, J. Bruhn, 14th August—Mantung 13th August, Salt.—Wielers & Co.
 NURNBERG, German steamer, 3,205, B. Blanke, 21st August—Yokohama 13th Aug. Kobe 16th, and Nagasaki 17th, Mails and General.—Melchers & Co.
 OORVA, British steamer, 119, J. M. Daly, 23rd May—Singapore 16th May, General.—Butterfield & Swire.
 PATAHA, British steamer, 1,762, Wright, 6th August—Moji 30th July, Coal.—Dodwell, Carill & Co.
 PILOT FISH, British steamer, 161, A. Stopani, —Hongkong and Whampoa Dock Co.
 PRISTO, German steamer, 650, J. Jettin, 22nd August—Kobe 15th August, General.—Siemssen & Co.
 SUPKOLANG, British steamer, 995, C. B. N. Dodd, 22nd August—Manila 19th August, General.—Butterfield & Swire.
 TAIKANG, British steamer, 993, M. Enke, 14th August—Canton 14th August, General.—Meyer & Co.
 VICTORIA, British steamer, 1,991, John Pantou, R.N.R., 15th August—Glasgow 8th July, General.—Dodwell, Carill & Co.
 ZAMKSI, British steamer, 1,650, Edwards, 8th May—Victoria, B.C., via Honolulu 2nd April.

SAILING VESSELS.
 AURORA, British bark, 295, O. Wagner, 27th August—Bangkok, via Coast Ports 27th August, General.—Chinese.
 BELLE OF BARR, American ship, 1,347, F. M. Blethen, 27th June—New York 8th March. Petroleum.—Jardine, Matheson & Co.
 CAMEROUN, British bark, 1,200, B. L. Carland, 20th August—New York 16th April, Kerosene Oil.—Order.
 CASE FRIDRICH, German ship, 2,205, H. Haak, 22nd July—New York 13th March, Kerosene Oil.—Reuter, Brockmann & Co.
 COMMANDE, British ship, 1,598, Langley, 18th August—New York 12th August, Petroleum.—Order.
 ELIZ, German ship, 1,375, H. Bremers, 15th August—New York 3rd April, Petroleum.—Arnold, Karberg & Co.
 ERMOLINO, Chinese bark, 477, Optum & Emdin.—Jolly, Stonecutters' Island—Chinese Customs.
 HENRICH, German bark, 923, Henze, 22nd July—Singapore 10th July, Timber.
 ISAC REED, American ship, 1,430, F. D. Waldo, 14th August—New York 4th April, Kerosene Oil.—Reuter, Brockmann & Co.
 J. D. BUCHER, German ship, 1,408, H. Meyer, 21st July—Sydney via Singapore 30th April, Coal.—Melchers & Co.
 JOHN McLEOD, British ship, 1,095, Henderson, 9th June—from Paitan Reef, Ballast.—Order.
 KROMDORF, British bark, 538, 14th August—Shanghai 13th July, Ballast.—Jardine, Matheson & Co.
 KITTY, British bark, 803, Harry Wilson, 25th July—Halphong 18th July, Ballast.—Order.
 LEYOTA, British bark, 1,415, Travis, 20th Aug.—Shanghai 17th July, General.—Calliwit & Co.
 MARABOUI, British ship, 1,445, Ferguson, 18th August—New York 8th April, Kerosene Oil.—Order.
 ORIENTE, Italian bark, 1,534, M. Morosini, 17th August—New York and May, Petroleum.—Order.
 P. M. BLANCHARD, American ship, 1,505, N. W. Blanchard, 15th June—New York 21st February, Oil.—Reuter, Brockmann & Co.
 RICHARD PARSONS, American bark, 1,110, W. F. Thompson, 20th August—Shanghai 20th July, Ballast.—Arnold, Karberg & Co.
 S. M. MARA, British ship, 1,233, A. M. Marley, 23rd August—Bangkok 23rd May, Coal.—Order.
 STEERING, American ship, 1,664, Geo. W. Goodwin, 20th June—New York 16th Dec. Kerosene Oil.—Jardine, Matheson & Co.
 VELOCITY, British bark, 498, R. Mortin, 14th August—Honolulu 15th June, General.—Chinese.

Intimations.

SIEN TING.
 SURGEON DENTIST,
 No. 10, D'ARVILLE STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 19th March, 1892.

DENTISTRY.
 FIRST CLASS WORKMANSHIP
 AND
 MODERATE FEES.
 M. WONG TAI FONG.
 (Formerly) Surgeon Dentist,
 11, (Formerly) Argenteuil, and latterly
 11, (Formerly) St. George's,
 HAS REMOVED
 TO
 THE BANK BUILDINGS,
 CORNER ROAD,
 (Opposite Hongkong Hotel).
 CONSULTATION FREE.
 Hongkong, 19th July, 1892.

Intimations.

W. POWELL & CO.
GREAT CLEARANCE SALE.DRESS MATERIALS,
10 CENTS A YARD.

As these goods are being sold at a loss we cannot sell more than 50 yards to any one purchaser.

Hongkong, 22nd August, 1892.

W. POWELL & CO.



THE FINEST HOTEL IN THE EAST.

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House, and the Chief Public Office.
 There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 to \$4.50 PER DAY.

C. S. ARTHUR,
Manager.

Mails.

U. S. MAIL LINE.
 PACIFIC MAIL STEAMSHIP COMPANY
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
Peri Thursday, 8th Sept.
City of Rio de Janeiro 19th Sept.
City of Peking Saturday, 22nd Oct.

THE U. S. Mail Steamship

"PERU"
 will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 8th Sept. at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., 345.00
 To Liverpool and London 345.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 345.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	Day Tickets.	Common Tickets.
Kansas City, Mo., Omaha, Neb.	225.00	
St. Louis, Mo.	225.00	291.50
St. Paul, Minn., Minneapolis, Minn.	225.00	291.50
Chicago, Ill.	225.00	291.50
Milwaukee, Wis.	225.00	291.50
Cincinnati, Ohio	225.00	301.50
Columbus, Ohio	225.00	301.50
Detroit, Mich.	225.00	301.50
Cleveland, Ohio	225.00	301.50
Toronto, Canada	225.00	301.50
Pittsburg, Penn.	225.00	301.50
St. Paul, Minn., Minneapolis, Minn.	225.00	301.50
Washington, D.C., Baltimore, Md.	225.00	301.50
Montreal, Canada	225.00	301.50
Philadelphia, Penn.	225.00	301.50
New York	225.00	301.50
Boston, Mass.	225.00	301.50
Portland, Maine	225.00	301.50

All the above Rates are in Mexican Dollars.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates—
 4 months \$137.50
 12 months \$253.75
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.
 Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages may be received at the Office until 3 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 75, Queen's Road Central.

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Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgic Tuesday, 30th August.
Oceanic Tuesday, 30th Sept.
Gaelic (via Honolulu) Tuesday, 11th October.

THE Steamship "BELGIC"

will be despatched for San Francisco, via Yokohama, on TUESDAY, the 30th August, at 1 p.m. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., 325.00
 To Liverpool and London 325.00
 To Paris and Bremen 325.00
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Pittsburg, Penn.	225.00	301.50
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Washington, D.C., Baltimore, Md.	225.00	301.50
Montreal, Canada	225.00	301.50
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